real name was Hobart. He always had the narrowest escapes, but on each trip managed to slip through the lines of the blockading squadrons. Years after the Sultan of Turkey called him to the command of the Turkish fleet, and he won a great name for himself as Hobart Pacha. Another famous blockade-running captain was Wilkinson, who in a steel vessel built on the Clyde, called the Giraffe, ran the blockade twenty-one times within ten months, and transported goods back and forth worth many hundreds of thousands of dollars. Captain Murray-Aynsley, who commanded the Venus, afterward became an admiral in the Royal Navy and had a long and honorable career. In the Venus he proved to be one of the most intrepid and elusive blockade-runners with whom the Union cruisers had to deal. On one occasion he ran the gantlet of the Northern fleet into Wilmington in broad daylight. One of his companions, describing the hairbreadth escape, says: "The Venus, hotly pursued by several blockaders and pounded at by others straight through whom he steamed, had old Murray on the bridge with his coat sleeves hitched up almost to his armpits—a trick he had when greatly excited—otherwise as cool as possible. It was a sight never to be forgotten." All this was a first-rate experience for the British naval officers, quite aside from the fact that their commissions on a few successful voyages alone would make them independent for the rest of their days.

During the early days of blockade-running the methods adopted were, as some of the old captains described it the other day, fairly "amateurish." The British merchants, knowing that their vesels would very likely be captured, furnished nothing but old battered craft, leaky and unmanageable, that could hardly limp across the Atlantic to some of the points of departure, like Nassau, Havana or Bermuda. It was soon found to be mighty poor economy to send such worthless and useless boats. Consequently a new industry sprang up on the banks of the Clyde—that of building blockade-runners; and Thomas E. Taylor, who ran the blockade many times, declares that almost the first steel steamer ever built was the blockade-runner Banshee. A successful blockade-runner had to have several characteristics. It must be speedy, of light draught and of good freight-carrying capacity. It must also be inconspicuous. The Clyde builders soon became expert in combining those qualities, and each year dispatched new and improved steamers for the trade.

A TYPICAL BLOCKADE-RUNNER.

The sort of craft that the lookouts perched in the crosstrees of the Federal cruisers had to keep on the alert for was the long, low side-wheel steamer, sharp and narrow. It had feathering paddle-wheels and one or two telescopic funnels, that might be lowered flush with the deck. The hull rose only a few feet out of the water, and it was painted a dull gray or lead color, so that it could hardly be seen at dawn of day more than a couple of hundred yards. Anthracite coal, which made no smoke, was used. With such craft as that gliding noiselessly through the dark night when there was no moon, it was not remarkable that many a runner would slip in and elude the lookouts.

There was blockade-running at all the principal Southern ports, Charleston, Wilmington, Mobile, New-Orleans and Galveston, but far and away the favorite spot was Wilmington. There were two inlets to the Cape Fear River, which led up to Wilmington, and the mouth of the river was guarded by Fort Fisher. The commandant of the fort assisted the blockade-runners in every way, since they frequently brought most valuable munitions of war; and it is said that at one time Lee's army, almost on the verge of starvation, was saved by the supplies that a blockade-runner brought to Wilmington at an opportune moment. The runners would generally make as their starting point Nassau, in the Bahamas, which grew under the trade from a sleepy old town to a wide-awake, bustling and prosperous city. This is the way an old naval officer describes the operations of the runner: "The start from Nassau or Bermuda was usually made at such a time that a moonless night and high tide could be secured for running in. A sharp lookout was kept for cruisers on the outside blockade, and if one was met the blockade-runner took to his heels and usually got away. He never hove to when ordered, and in a tight pinch would rather heave his valuable cargo overboard or even run ashore than be captured. The most hazardous part of the whole run was when the runner had got fairly close in shore and had to make the final dash for the bar. The fleet of blockaders was always thick just before the bar, and the chances were manifold that the runner would get pocketed, sunk by a shell, or else driven ashore and burned."

A RICH FLEET OF PRIZES CAPTURED.

How successful on the whole the United States blockading fleets were may be indicated by the fact that the number of prizes brought in during the war was 1,149. There were also 355 vessels burned, sunk or destroyed, and a low estimate of the value of these vessels and their cargoes would be, it is said, $31,000,000. Every blockade-runner that was caught was the prize of the cruiser or gunboat that had pounced upon her, and, after the Government had received 50 per cent of the net proceeds, the whole crew, from the captain to cabin-boy, shared in the balance of the prize money. The first proceeding was to put a prize crew on board, which took the blockade-runner to the nearest Federal port; there an Admiralty Court passed judgment upon the capture; sale of the vessel and cargo was made, and the captors divided up the prize money on a scale regularly provided for in the Navy regulations. The Admiral commanding the station also usually had a small share in every capture made by any vessels in his fleet. The richest prize of the whole war was made in the capture of the steamer Memphis in 1863, over $500,000 being distributed after the sale of the vessel and cargo.

But in spite of the fate that so many runners met, the trade for several years was profitable to a prosperous degree, and speculation in the British stock companies that were organized to build and manage blockade-runners was eager all over England. Some of the figures in the way of profits seem almost ridiculous. Mr. Taylor, who in "Running the Blockade" tells some of his experiences, speaks of one of his vessels that made eight successful trips and was then captured. Notwithstanding the final disaster, the shareholders in this vessel received 700 per cent on their investment.

IMMENSE PROFITS OF A SINGLE TRIP.

Mr. Taylor also tells how one time late in the war, when Lee's soldiers were in dire extremity for provisions, he paid $20,000 at Nassau for a cargo of meat and other eatables; six days later he ran the blockade and sold the cargo for $135,000 in cash to the Confederate Government. On the return trip Mr. Taylor took out a cargo of cotton, and the total profit for the stockholders for the round trip was $125,000. The inward cargoes usually consisted of guns, ammunition and other munitions of war of British manufacture, and on these the profit was almost as great as on the cotton that was brought out.

Some mention has been made of the fact that it was not difficult to secure able men for the work of blockade-running. Men are always supposed to love a good spice of danger in their lives, but when in addition the seasoning is so palatable as it was in blockade-running days, it is not surprising that plenty of men took up the trade. Here is what the various officers sometimes received for a single round trip from Nassau to Wilmington:

Captain	$5,000
Chief officer	1,000
Second and third officers	750
Chief engineer	2,500
Crew and firemen	250
Pilot	3,750

A LONG CHASE AND AN EXCITING ESCAPE.

Mr. Taylor, whose book on blockade-running has been spoken of, had some narrow squeaks. One of them he describes in these words:

It was, I think, on our sixth trip out in the little Banshee, when, soon after daylight, we had got safely through the fleet, and I was lying on a cotton bale aft, that Erskine, the chief engineer, suddenly exclaimed: "Mr. Taylor, look astern!" I looked, and not four miles from us I saw a large sidewheel cruiser, with square sails set, coming down on us hand over fist.

Erskine rushed to the engine-room, and in a few moments volumes of smoke issuing from our funnels showed that we were getting up all the steam that we could; almost too late, if with the freshening breeze the chaser, which we afterward found out to be the well-known James Adger, a boat subsequently sent to cruise in search of the Alabama) so rapidly overhauled us that we could distinctly see the officers in uniform as they stood on the bridge; each one, doubtless, counting his share of the prize money to which he would soon become entitled.

"This will never do," said Steele, who, although it put us off our course to Nassau, ordered the helm to be altered, so as to bring us up to the wind. We then soon had the satisfaction of seeing our enemy obliged to take in sail after sail, and a ding-dong race of the most exciting nature right in the wind's eye commenced.

The freshening breeze and the rising sea now seemed to increase the odds against our, the smaller, boat, and so critical did matters become, and so certain did capture appear, that I [illegible], divided between Murray-Aynsley (who was a passenger on this trip), Steele and myself sixty sovereigns which I had on board, determined that when captured we wouldn't be penniless. As the weather grew worse we found ourselves obliged to throw overboard our deck cargo in order to lighten the boat. This was done as quickly as possible, heart-breaking though it was to see valuable bales (worth from $250 to $300 apiece) bobbing about on the waves. To me more especially did this come home, for my little private venture of ten bales of Sea Island cotton had to go first, a dead loss of $4,000 or more."

Having got rid of our deck cargo, we slowly but steadily began to gain in the race. It was an extraordinary sight to see our gallant little vessel at times almost submerged by green seas sweeping her fore and aft, and the James Adger, a vessel of 2,000 tons, taking headers into the huge waves, yet neither of us for a moment slackening speed—a course we would have thought madness under ordinary circumstances. Murray-Aynsley stood with his sextant, taking angles and reporting now one now the other vessel getting the better of it.

Suddenly a fresh danger arose from the bearings of the engines becoming heated, owing to the enormous strain put upon them. Erskine said it was absolutely imperative to stop for a short time. But by dint of loosening the bearings and applying all the salad oil procurable, mixed with gunpowder, they were gradually got into working order again, all in the engine-room having assisted in the most energetic manner at this crucial moment.

The chase went on for fifteen weary hours—the longest hours I think I ever spent—until nightfall, when we saw our friend, then only about five miles astern, turn round and relinquish her pursuit.

CLEVER CAPTURE OF THE ELLA AND ANNA.

An old United States naval officer, J. R. Soley, describes one of the captures in his book on blockading, and thus gives the other point of view. He says:

One of the prettiest captures made off Wilmington was that of the Ella and Anna, by Acting Master J. B. Breck, of the Niphon, in November, 1863. Breck was an officer of pluck and resource, and he won a name for himself by his dashing successes on the Wilmington blockade. About 5 o'clock on the morning of November 9, as he was returning along the shore from a chase near Masonboro Inlet, he discovered a sidewheel steamer to the northward, stealing along toward the entrance of the river. Outside of her lay a blockader, which opened on her with grape, and the blockade-runner, finding herself intercepted, steered directly for the Niphon with the intention of running her down. Breck saw the intention, and fixed on his plan in an instant. Heading for the steamer, he formed his boarders on the bow. The blockade-runner dashed on at full speed under a shower of canister, and struck him a blow that carried away his bowsprit and stem. In a moment his boarders were over the rail and on the deck of the blockade-runner, and in a few seconds made her a prize. She had on board three hundred cases of Austrian rifles and a quantity of saltpetre, and the prize sales netted $180,000. The Ella and Anna was taken into the service, and in the next year, under her new name of the Malvern, became famous as the flagship of Admiral Porter.

PROFESSOR TYNDALL'S GYMNASTICS.

HOW THE GREAT SCIENTIST KEPT UP HIS REPUTATION AS AN ATHLETE.

From To-Day.

Some great men have a weakness for what one might call stage effects, and sometimes it is obvious that the effects have entailed careful preparation beforehand, in order to bring them off. But I know of very few instances where great men have been caught at their preparations. However, at one of the meetings of the British Association, I heard a story told in this connection about the late Professor Tyndall, which is well worth repeating. The scene of the story is laid in the lecture-room of the Royal Society on the morning of the day for one of the professor's lectures.

On the morning in question a certain Mr. B., who was engaged upon some chemical analysis, wanted to see Professor Tyndall about it, and knowing that, as he was lecturing that evening, he would probably find the professor engaged in arranging his experiments for the evening, he went into the lecture-room to look for him. Professor Tyndall was not preparing experiments when Mr. B. came in. He was engaged in vaulting on one hand backward and forward over the iron railing from behind which the lecturer delivers his lecture. Mr. B. was rather surprised, but supposed that Professor Tyndall, being very hard worked, was glad to take a little exercise whenever and in whatever way he could.

Mr. B. happened to attend the lecture that evening. In the course of the lecture Professor Tyndall was reading from a notebook, which he rested on the iron railing in front of him, when, apparently by accident, he let the book drop. Without a moment's hesitation the Professor placed one hand on the railing, lightly vaulted over, picked up the book, and then lightly vaulted back again. The audience greeted the performance with loud applause. Then Mr. B. understood that in the morning Professor Tyndall had been preparing to sustain the popular repute for him as an athlete which he had acquired from his Alpine exploits, and was not merely snatching what exercise he could get during a rare few minutes' leisure.

INTERESTING ALMANACS.

From The Washington Star.

An almanac that is issued by the Chinese Government is considered the most elaborate one in the world. It is in twelve thick volumes, which give full information as to the lucky days and places for performing the acts of everyday life. The most valuable almanac ever made is in the British Museum, and it is priceless. It is said to be at least three thousand years old. The days are written in red ink on papyrus in columns, and under each is a figure, followed by three characters signifying the probable state of the weather for that day. The most curious calendar at present in use is that of the Indians of Central America, where the months are only twenty days in length, and these are named after animals. The most expensive almanac is the British "Nautical Almanac," which costs that nation yearly the sum of £3,912. Among modern European almanacs the "Almanach de Gotha" has been the longest in continuous circulation, upward of 135 years.

SCENE FROM "LOVE FINDS THE WAY," FIFTH AVENUE THEATRE.